

**LEGISLATIVE SERVICES AGENCY
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FISCAL IMPACT STATEMENT

LS 6412

BILL NUMBER: SB 127

NOTE PREPARED: Apr 11, 2005

BILL AMENDED: Apr 4, 2005

SUBJECT: Daylight Savings Time.

FIRST AUTHOR: Sen. Riegsecker

FIRST SPONSOR: Rep. Torr

BILL STATUS: As Passed House

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State & Local

Summary of Legislation: (Amended) This bill: (1) urges Governor Daniels to petition the United States Department of Transportation to initiate proceedings to hold hearings on the issue of the time zone or time zones in which Indiana's 92 counties should be located; (2) provides that the state supports the effort of any county to change the time zone in which the county is located under procedures established by federal law; (3) provides that the county executive of a county may exempt itself from observing daylight saving time; (4) requires the Indiana Department of Transportation (INDOT) to erect and maintain where appropriate signage indicating a change in the time zone line in each direction on a tollway and on the state highway system.

Effective Date: (Amended) Upon passage; January 1, 2006.

Explanation of State Expenditures: *Part (1)* This part will have no fiscal impact. *Part (2)* The state support is not specifically identified. Therefore, the fiscal impact is indeterminable.

Part (4) The INDOT has estimated the need for a total of 64 signs, with 38 signs in the northwest part of the state and 26 signs in the southwest part of the state. The cost per sign is \$55, or a total estimated cost of \$3,520. It is an additional \$1,650 for roads at the Illinois border. If both are required, the total cost is estimated at \$5,170. The fund affected is the State Highway Fund, which supports the INDOT. This provision can be implemented within the current resources of the INDOT. The INDOT also estimates that it will be \$55 per sign at every county line where a time change occurs.

Background Information: The Toll Road already has such signs. The 64 signs needed for this proposal would be on the state highway system and the interstate system.

Explanation of State Revenues:

Explanation of Local Expenditures: *Part (3)* Adopting a resolution to opt out from Daylight Savings Time will have no fiscal impact. Related expenditures to this action are not known and will depend upon the number of counties involved.

Explanation of Local Revenues:

State Agencies Affected: Governor's Office; Department of Transportation.

Local Agencies Affected: Counties which opt out from Daylight Savings Time.

Information Sources: Carl Tuttle, Operations Field Engineer for INDOT, 317-233-4726.

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